

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Report of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

IN PREPARATION
THE
DIRECTORY & CHRONICLE
FOR 1909.
Complete Edition ... \$1000
Small ... 600
Orders may be sent to the
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to the Local Bookellers.

No. 15,806. 號六零百八千五萬一第 日二念月一十年四十三緒光 HONGKONG, TUESDAY, DECEMBER 15TH, 1908. 二拜禮 號五十月二十年八零百九千一英港香 PRICE, \$3 PER MONTH.

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OVER 200 MACHINES

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IN THE FAR EAST.

Hongkong, 1st October, 1908. [a1375-2]

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In Casks 375 lbs. net \$5.50 per cask ex Factory.
In Bags 250 lbs. net \$3.45 per bag ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 29th April, 1908. [a1647]

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DIVISION STREET, KOBE.

FIRST CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
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Special arrangements for a long stay.

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Extra Cars at 11.30 p.m. and 11.45 p.m.
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10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
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SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
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JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 9th May, 1907. [a1374]

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THE PACIFIC COAST LUMBER MILLS, LTD.
VANCOUVER, BRITISH COLUMBIA, CANADA
MANUFACTURERS OF

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DOCK-YARDS: DECKING, SHEATHING, TIMBERS, SPARS, &c.
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Shipments made direct from our Saws to the Consumer in South China.

THOS. W. KYDD, Oriental Representative.

Telephone 373. Office No. 30, Prince's Buildings, Opposite King Edward Hotel.
Hongkong, 14th November, 1908. [a1565]

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ESTABLISHED 1883.

BRANDY	★★★★	-	-	Per Case.	\$22.50
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[a45]

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IN CUT GLASS BOTTLES IN ELEGANT CASES.

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Hongkong, 15th December, 1908. [a52]

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CHOCOLATES AND CONFECTIONERY

CADBURY'S CHOCOLATES, IN TINS ASSORTED.

ROWNTREE'S CHOCOLATES, IN BEAUTIFUL FANCY BOXES.

PASCALL'S SWEETS, IN BOTTLES.

CRACKERS, IN GREAT VARIETY.

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COME EARLY, BUY EARLY, YOU GET A BETTER PICK.

WATKINS LIMITED.

THE APOTHECARIES' HALL.

31, Queen's Road Central.
Hongkong, 5th December, 1908. [a918]

TRADE MARK. The GOLD MEDAL for Quality in the
France-British Exhibition has been awarded to
"WHITE HORSE"
WHISKY.
LANE, CRAWFORD & CO.
SOLE AGENTS.
MACKIE & CO. DISTILLERS LTD.
LAGAVULIN DISTILLERY, ISLAY.
MAIT-MILL
CHANGILLACHIE " GLENLIVET
Estab. 1742
Quality
the Secret of
Success.
\$15 PER DOZ.
NOTE—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused supplies. [a33]

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[a34]

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NATIONAL GENERAL INSURANCE
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THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & Co.
Hongkong, 14th November, 1908. 1566

THE GLOBUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
CARLOWITZ & Co.
Hongkong, 13th August 1906. 23

NORSE BRITISH AND MERICAN
TITLE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907
\$18,114,624.

I. Authorized Capital..... \$3,000,000
Subscribed Capital..... 2,750,000
Paid-up Capital..... 667,500 0 0
II. Fire Funds..... 3,065,374 15 7

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1908. 1019

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF ALEX-CHAPPELLE.

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prepared to ACCEPT RISKS against FIRE
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WM MEYERINK & CO.,
Agents.
Hongkong, 5th September, 1908. 114

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Well-Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
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Electric Lift to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Dress Gaiters.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans, (if
required).
Electric Passenger Elevator to each floor.
Tables D'Hôte, at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a1475]

"KINGSOLERE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
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A.B.C. Code, 5th Ed.

ELECTRIC LIGHT, Hot and Cold Water

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[a41] Proprietress, MRS. G. SACHSE.

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STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well-Furnished Rooms, every home comfort.
Fine View of the Harbour.

Telephone, No. 690.

Apply to—Mrs. F. W. WATTS.

"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a40]

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS.

"CLAREMONT"

2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. [1326]

ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

MRS. M. MATTHAEY, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel.

Large and Airy Rooms, affording every comfort

to Residents and Tourists.

Table D'Hôte at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to

M. MATTHAEY,

Proprietress.

Hongkong, 5th October, 1908. [a1268]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA).

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ment and most strict supervision as to
food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

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Macao is 40 miles south-west of Hongkong.

Two steamers (S.S. Sui An and Sui Tai) daily to

and from Hongkong, and two steamers to and

from Canton, give easy communication with

both these centres.

Cable Address—"BOAVISTA."

For Terms, apply to

THE MANAGER.

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MANAGER—MR. H. HAYES.

Telegraphic address—"VICTORIA, SHAM-BAE."

SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO.

MANAGER—MR. H. N. BEAUREPAIRE.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTER OF PRATA GRANDE

Both Hotels electrically lighted, and under

experienced European Supervision.

CHINA AND CHAIRS PROVIDED.

Every information and Special attention given

to Tourists.

REASONABLE RATES.

WM. PARKER,

[a1223]

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VERY SUITABLE FOR PRESENTS
HANDSOME TOILET SETS, SILVER
MOUNTED in Fancy Leather Cases,
HANDSOME PUFF BOXES,
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PERFUME SPRAYS, MANICURE SETS,
SCISSORS in Cases.

RAZORS IN CASES,

BY THE BEST MAKERS.
PATENT RAZOR STROPS, SHAVING
MIRRORS, HAND MIRRORS,
&c., &c., &c.

SMOKERS'
REQUISITES

A Very Fine Selection in Great Variety—
MEERSCHAUM and BEAR PIPES,
CALABASH PIPES (a Special Assortment),
SMOKERS' COMPANIONS,
MEERSCHAUM and AMBER CIGAR
and CIGARETTE HOLDERS, CIGAR
and CIGARETTE CASES in real
CROCODILE SKIN, SNAKE SKIN, &c.
TOBACCO POUCHES in BEAVER,
CROCODILE, SNAKE and DOG SKIN,
&c. TOBACCO BOXES and JARS,
ASH TRAYS.

All these Goods are of the Highest Class and
Specially Selected.

SUITABLE FOR XMAS AND NEW
YEAR PRESENTS.

THERMOS FLASKS

A most useful XMAS PRESENT for
SPORTSMEN, YACHTSMEN and
TOURISTS.

A. S. WATSON & CO.
LIMITED

ALEXANDRA BUILDINGS AND
KOWLOON DISPENSARY.

Hongkong, 11th December, 1908. [29]

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news
column should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.

All letters for publication should be written on
one side of paper only.

No anonymously signed communications that
have already appeared in other papers will be
inserted.

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BIRTH.

On 14th December, at the Government Civil
Hospital, the wife of Sergeant Wm. DAVY,
H.K.P., a daughter. [1662]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 15TH, 1908.

In a recent article on Chinese affairs a
writer in *The Spectator* confessed that after
reading a large part of what has been written
on the subject of the national ideals of
China and their progress, he was still
unable to perceive what the springs of the
movement really are. Are the reforms he
asked, only the inevitable result, and no more,
of the impact of European influences which
have become so much stronger since the
"Boxer" rising? Are they the result of
the resolute and brave administration of a
few enlightened rulers like YUAN SHI-KAI,
and will they pass away if weaker men come
into office? Is the burden of the Manchu
dynasty finally to be removed from a country
which has been long suffering in supporting
them, as in everything else? Is there a
fundamental craving, which will in the
end become irresistible, for a constitutionally-governed land? To all these
questions the London Journal replies:
"We do not know." This attitude
of doubt and uncertainty may make "the
eternal riddle of China" all the more
fascinating, but even if the result be unsatisfactory it is worth while seeking the
solution of the riddle. It can certainly be
affirmed that no single one of the develop-

ments mentioned in the above series of
questions has inspired the new national
ideals, but they all have helped to create and
maintain the grand ideal of a Reformed China
which shall command the respect of the
civilized world. Perhaps the mainspring of
the movement is to be found in China's
sensitiveness to the humiliating position she
occupies in the world, and to a growing
sense of her impotence in many directions.
The time has not long passed—we are not
sure indeed that we can even now say that it
has quite passed—when the sentiment that
"there are none like unto us" ceased to be
thoroughly believed in. But the steadily
increasing impact of European influences is
producing its due effect: a great change
indeed has come over the spirit of the people's
dream, and what with the new educational
movement and the steady extension of the
newspapers press, carrying enlightenment
to millions, the foundations of reform
and progress are being solidly laid.
These reforms may be attributed with good
show of reason to the resolute and brave
administration of a few enlightened rulers
like YUAN SHI-KAI, but we do not believe
they will pass away if weaker men come to
office. These enlightened rulers are simply
"taking occasion by the hand." What
we have to note is that among the
people there is a growing recognition
of China's backwardness among the
nations of the world, and their sensi-
tiveness on the subject manifests itself in a
keen sympathy with every effort to remove
this reproach from their land. We observe
very little evidence of a "fundamental
craving for a constitutionally-governed
land"; if any such craving existed
its satisfaction probably would not be so
long delayed. The promise of a constitution
is to be dangled before the nation for
another nine years. As yet, the aspiration
for reform are vague, and the people appear
in a frame of mind to accept any method of
achieving reform that the Government at
Peking may decree. A Constitution will
put tremendous power in their hands, and
it looks as though the Government were
content to await that devolution of power
before attempting to deal with the
root of the trouble—the rottenness of
the financial administration. Until that
task is taken in hand it would be futile
to hope for any substantial and permanent
progress in China. For the present it is the
sense of humiliation that inspires progress in
China. The presence of the troops of seven
nations in the capital of the empire has done
more for reform in China than could have
been accomplished by all other means in the
course of a century. May it not with some
confidence be said that the end and aim
of all the effort in the minds of the majority
is to "recover the rights" which China
has lost during the last sixty years? It is
what Count HAYASHI, formerly Japanese
Minister to Peking, has called an "ebullition
of anti-foreignism." We can believe with
the Count that it will increase in intensity as
the awakening of China is quickened; but
so long as this "anti-foreignism" is mani-
fested in peaceful effort to so improve ad-
ministration in China that she may, by-and-
by, take her place among the nations of the
world on an equal footing, and so lay claim
to recover her jurisdiction over the present
Settlement areas, we can, watch the progress
of the new movement with sympathetic
interest.

The German gunboat *Teintant*, Capt. Ross,
is leaving for Canton this morning.

During last week four cases of communicable
disease were reported in the Colony, three being
cases of enteric fever and one of diphtheria. The
victims were Europeans. Happily none of the
cases were fatal.

There will be an open session to-night of
the Y.M.C.A. Parliament to which ladies
and gentlemen are invited. The subject
of discussion is "Payment of Members of
Parliament."

The return of visitors to the City Hall Library
and Museum for the week ending the 13th De-
cember, 1908, shows that of non-Chinese there
were 324 to the Library and 146 to the Museum
and of Chinese 188 to the former and 2023 to
the latter. The Library was, therefore, used by
512 persons and the Museum by 2,169.

There was another collision on the tram lines
yesterday at Praya East, near No. 2 Police
Station. Two tram cars were damaged by col-
lision with a truck. The accident occurred early
in the morning, and the coolie in charge of the
truck was prosecuted at the Magistracy a few
hours later. Particulars of the accident are
given in the report of the case which appears in
another column.

The Italian Convent has sustained a great
loss in the death of Sister Maria Allanson,
who passed peacefully away yesterday at 4 p.m.
after a prolonged illness. Sister Allanson, who
was born at Macao in 1844, and was very highly
esteemed by all who knew her. The funeral
will probably take place this afternoon. An
Express will be issued during the day announc-
ing the hour of her interment.

Monsieur J. C. G. Bertrand has assumed
charge of the French Consulate at Manila.

Lieutenant H. E. Large, 3rd Battalion
Middlesex Regiment, has been appointed Gar-
rison Adjutant at Singapore.

Dr. Sun Yat Sen, the leader of the Reform
party in South China, is, according to latest
advices, now at Bangkok.

The Government of the Philippines has
offered prizes as an incentive to agriculturists
cultivating tobacco.

The typhoon of the 5th inst. seems to have
done considerable damage to property in the
Philippine Islands. The loss of life on land and
sea does not, happily, appear to have been great.

The *Straits Times* hears that Mr. T. H. Reid,
formerly managing editor of the *Straits Times*,
who had just returned to London from Singa-
pore, has been asked to go on a special mission
to the Argentine, leaving England in January.
He had not decided to accept or refuse the offer
when the mail left England.

Owing to its objection to paying four per
cent interest the Spanish-Philippine Bank has
returned to the City of Manila P116,220, which
is the sinking fund of the sewer and water-
works bonds. The Municipal Board has ar-
ranged to transfer the money to the International
Banking Corporation in New York at the same
rate of interest.

Captain Trowbridge, chief of the secret
service in the Philippines, has come over to
Hongkong to take back to Manila a man named
Alfred Hall who was arrested here last week.
Hall was formerly an employee of the Bureau of
Forests and a clerk in the general office. He
disappeared from Manila several months ago,
and, according to the Manila papers, has been
wanted on charges of having obtained money by
false pretences. He again appeared before Mr.
Kemp yesterday, when Captain Trowbridge
sought his surrender to the Philippine Govern-
ment on charges of forgery and embezzlement.
Detective-Sergeant Terrett informed his Wor-
ship that Hall had intimated his willingness to
return to Manila. The case was adjourned until
to-day.

THE HONGKONG RACE MEETING.

The Hongkong Jockey Club have decided to
hold the annual race meeting on Tuesday,
February 16th; Wednesday, February 17th and
Thursday, February 18th. The list of events,
comprising thirty races has now been issued,
and entries will close on Saturday, January 16th.

FRENCH CONVENT BAZAAR.

The annual Bazaar promoted by the French
Sisters in aid of the Chinese orphans of the
Asile de la Sainte Enfance, was held in the
City Hall yesterday, and was attended by His
Excellency the Governor and numerous members
of the community. Needle and fancy work of
all descriptions, and of a high order of merit
(the work of the orphans), was arrayed on
stands, and attracted the attention and cash
of numerous ladies present. The energetic workers
in the good cause were Mesdames May,
Volpicelli, Bolles, Pollock, Gresson, Marty,
Wait, Hett, Tomkins, Lammert, Mackay
Osborne, Bird, Gok, Grimbail, Seth, Brishos,
Van Houten, Hancock, Chancier, Berindoague,
Bailey, Tweedie, Lee, Stedman, Allen, Walker,
Tait, Grone, Coppin, Ede, Becker, Vernon,
Slade, Finch, Peter, Cochran, Beasley,
Fremantle, and the Mesdames Lyon, Beattie,
Rodgers, Lammert, Picard, Seth, Hooper, Shaw,
Tait, Lord, Leyton and Potta.

CRICKET.

MOSLEM RECREATION CLUB v. LUSITANO
RECREATION CLUB.

The return match between the above teams
took place on Sunday and ended in a win for
the M. R. C. Scores—

M. R. C.	Lusitano
Y. Abbas, c and b Cordeiro	0
E. Soudamran, ran out	4
A. G. Sufiad, run out	1
M. B. Sufiad, c Rosa, b A. G. Britto	14
J. M. Dyer, c Corveth, b Cordeiro	6
S. E. Ismail, c and b Cordeiro	2
H. Hactam, b Britto	9
A. A. Abbas, c Corveth, b Pereira	2
A. Kader, c Barros, b Pereira	1
S. Hartman, b Cordeiro	13
A. M. Sufiad, not out	1
Extras	3
Total	79

Lusitano	M. R. C.
P. da Rosa, c Y. Abbas, b A. A. Abbas	9
P. H. Hyndman, c M. B. Sufiad, b A. A. Abbas	1
L. G. Cordeiro, c and b A. A. Abbas	6
E. A. Corveth, c and b M. B. Sufiad	9
J. Corveth, run out	4
A. Y. Barros, b A. A. Abbas	3
A. G. Britto, b M. B. Sufiad	0
E. A. Yvancovich, c and b A. A. Abbas	0
T. Pereira, b A. A. Abbas	1
P. X. Britto, c and b M. B. Sufiad	2
A. J. V. Ribeiro, not out	7
Extras	0
Total	38

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:
On the 14th at 11.45 a.m.—The barometer
has fallen moderately over China, and risen
slightly over S.E. Japan and the Bonins.

The area of low pressure remains over E.
Manchuria, and the highest pressure lies over
the Yangtze valley.
Gradients are slight along the China coast,
and moderate monsoon may be expected in the
Formosa Channel and fresh monsoon over the
China Sea.

Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon
to-day is as follows—

Hongkong & Neighbourhood.	N.E. winds moderate; fair, misty.
Formosa Channel	Same as No. 1
South coast of China between Manchuria and Lamooka.	Same as No. 1
South coast of China between Manchuria and Hainan.	Same as No. 1

TELEGRAMS.

[REUTERS'S SERVICE.]

THE GOVERNMENT AND THE LORDS.

LONDON, December 12th.

Mr. Asquith speaking at the National
Liberal Club, said the vote of the House of
Lords must be treated as the dominating
issue in politics, but it was absurd of the
Lords to presume to dictate the time for a
dissolution; the Government would choose
its own time. The Government would stand
or fall by the Budget, which would raise the
most acute form of controversy; whether
the policy of social reform was needed, and
free trade versus protection.

THE MAGISTRACY.

Monday, 14th December.

Mr. J. H. Kemp sentenced a native to six
weeks' imprisonment for stealing two quilts
from a matchbox at Shektonstai.

Mr. G. A. Hancock, a school teacher, appeared
before Mr. J. H. Kemp to answer a charge of
assaulting a chair coolie. The charge, however,
was withdrawn on the defendant paying sub-
stantial compensation.

Mr. J. R. Wood fined a boatman \$10 for
assaulting a native ex-cise officer while in the
execution of his duty. Two women who assisted
in the assault were fined \$5 each.

A charge of disorderly behaviour preferred
against a German blue-jacket from the S.M.S.
Fuerst Bismarck, which was to have been heard
before Mr. Kemp, was withdrawn on the applica-
tion of the German Consul, who promised that
the offender would be fittingly punished on
board his ship. The offender is alleged to have
been chasing coolies at Wanchai with a bamboo.

Mr. J. R. Wood passed an exemplary sentence
on a native who was found guilty of snatching
an earpick from the coiffure of a Chinese woman.
On Sunday the complainant was walking past
the Fire Brigade Station when the defendant
approached her from behind, snatched an earpick
from her hair and passed it on to a confederate.
Defendant, when asked if he wished to call
evidence, gave names of numerous friends he
said he knew, but on being taken out in police
custody to search for them, none could be found.
Subsequently it was proved that he arrived
here from Canton only a few days ago.

His Worship committed the defendant to
goal for twelve months, and ordered that he
receive twelve strokes of the birch on admission,
and a further twelve before his discharge.

Before Mr. A. Course of the Tramway Co., appeared
Mr. Mr. J. H. Kemp to prosecute a coolie for
obstructing the tramway with a truck.

The evidence of the car going eastward, showed
that an empty truck, in charge of two coolies,
was on the line ahead of him. Witnesses sounded
his going, and slackened the speed of his car.
The truck moved on to the other side of the line,
but just as witness's car drew level with it, the
rear of the truck swung in his way, and
although he applied the emergency brake, the
car struck the truck. The contact drove the
truck on to the other line, when it again
collided with a car approaching from the
opposite direction. A plate was knocked out of
the front of the car in witness's charge and the
other tram was also damaged.

After further evidence had been heard His
Worship remarked—If the story is true about
the cars being stopped, it seems an extraordinary
accident!

Mr. Course—I don't know the particulars
of the case, your Worship, but I have seen the
damage to the cars.

Defendant said he had never pulled a truck
before.

His Worship—If you ever pull one again,
take care to keep clear of the tram line. You
will be fined \$1 for driving a truck to the com-
mon danger of the public, and will pay \$30
compensation to the Tramway Co.; in default,
one month's imprisonment.

His Grace Archbishop Kelly of Sydney, who
is returning to Australia from the Eucharistic
Congress in London, visited several Roman
Catholic institutions in the colony and in the
evening addressed a meeting under the auspices
of the Catholic Union.

BANDMANN COMEDY COMPANY.

The Bandmann Comedy Company did good
business last night with Mr. Weedon Gross-
mith's three act farcical comedy—"The Night
of the Party." There is a good deal of the
screamingly funny in the piece, especially in the
scene when the supper party given by the ser-
vants during the absence of the master is
interrupted by his unexpected return, and the
artists made the most of this, although they
were seriously handicapped by the vigorous
strains from the military band at Murray
Barracks. The performance on the whole was
thoroughly enjoyed, Mr. Thomas Sydney in
the part of Brodie, being responsible for no
little merriment.

SUPREME COURT.

Monday, December 14th.

IN BANKRUPTCY JURISDICTION.
BEFORE THE CHIEF JUSTICE (SIR F.
PIGGOTT).

A QUESTION OF JURISDICTION.

His Lordship delivered judgment on the
important point as to jurisdiction raised in the
Bankruptcy of Chan Yu Shan.

He said—The questions raised in this case
which concerns the bankruptcy jurisdiction of
this court over foreigners are of the utmost
importance. I have indicated them on one or two
occasions, but this is the first on which they
have given rise to serious argument and I shall
deal with the matter as fully as possible, because
a large proportion of the trade of the colony is
done with Chinamen carrying on business here,
and in nine-tenths of the bankruptcy petitions
which come before the court the debtor is
a Chinaman, and therefore the funda-
mental principles on which English bank-
ruptcy jurisdiction is based are involved
in almost every case in which I have
to deal. The importance of the question
arises from the fact that where a Chinaman
trades, as so many of them do, in other parts
of the East as well as Hongkong, it is almost
impossible to localise the effect of a bankruptcy
in this colony.

I do not think there can be much dis-
pute as to the facts except as to one
point. In view of the law which I am going to
lay down in this judgment the point is not
really of first importance because the debtor
is a Chinaman, and I do not see
much evidence that he ever traded gen-
erally, though he appears to have incurred
debts in the colony. It is however
advisable that I should express an opinion on
the point. Was the debtor a resident in
Hongkong who went down to Annam to buy
cinnamon which he then brought up to the
colony to dispose of, or was he a resident in
Annam who bought cinnamon there and
brought it up to the colony to dispose of? I am
of opinion that the latter are the true facts. I
think it probable that he had done this on pre-
vious occasions, but I do not think that is
material.

Having dealt with the general law, his
Lordship considered the facts of the case, and in
doing so, said—The debtor certainly was not
domiciled in the colony and, as I have said on a
previous occasion, I do not suppose there are 100
Chinamen in the colony who are domiciled
here, as the larger number of those who reside
here all desire and intend to return to
China whenever they have made enough or
commercial adversity compels them.

On the question of residence his Lordship held
that the debtor's occupation of the cubicle was
temporary, that it was only to last till the
business for which he came to the colony was
concluded, and he found great difficulty in
seeing how a residence which was, admittedly,
temporary could at the same time be described
as "ordinary."

Continuing his Lordship said—The im-
portant question is: Was this a "place of
business" in the colony? What is required
is not merely carrying on business, but a place
of business, which means a place where the
debtor does business. Coming now more
closely to the facts of this case one point is
quite clear—if a person merely employs a
commission agent consigning his goods to him
for sale, that does not make the com-
mission agent's premises his client's place
of business. I am also clear that the cubicle
was not a place of business per se. The
evidence is very slender as to business transacted
there; if there had been many transactions, in
fact, and business done there, the owner of
the house would certainly have given much
more evidence of people coming there. The
only place of business which the debtor could
have had were the premises of the Kwang Mo
where the clients met him and concluded their
bargains. The vital point to consider therefore
is this—Must the place of business belong or
be under the control of the debtor? On
this point I am far from clear. The key
to the subject is the remark of Lord Justice
Brett in re Heugard: the extension of
the bankruptcy jurisdiction to foreigners
is made on account of the "hold" they
have on the country, and the question to be
answered in each case of doubt is "Has the
debtor in question a hold on the country?"

"A hold on the country" means, I imagine,
something which is visible to other persons who
trade in the country which induces them to give
the debtor credit. What I think is the mean-
ing of the phrase "hold on the country" is that
it is such a position as will induce people
by reason of it to give a person credit. It
seems to me that if a man is doing business,
such as concluding bargains for the sale of his
goods, at a place where he may be seen doing it,
then others may not unreasonably suppose that
he has business to do and that that is the place
where he does business and on the strength of
that people may give him credit. If they do,
then that place becomes for the purpose of
bankruptcy law his "place of business." This
seems to be a reasonable distinction to
draw between the case where a man
sends goods to be sold, on commission
leaving the business entirely in the hands of
the commission agent, and one who intermeddles
in the eyes of the business world with the
making of the bargains. It is therefore the fact
that there are other creditors which brings
the case within the purview of the bankruptcy
jurisdiction of the court; whether they can
justify their claims is another matter with
which I have not now to deal. I am therefore
of opinion that this court has jurisdiction to
entertain this petition and that the opposition
must be rejected. In view of the uncertainty of
this question which has been raised I do not
reject it with costs.

ANOTHER DOMICILE PROBLEM.

Re Wei Long Shang ex parte Yuen Hing.
This was an application for the rescission of a
receiving order. Mr. Hastings appeared for
the Bank of Taiwan Limited, Mr. Atkinson for
the petitioning creditor, and Mr. Denny for
the debtor.

Mr. Hastings said that curiously enough the
question in that case was similar to that which
his Lordship had just decided, the question of
the domicile of the debtor. On behalf of the
judgment creditor he asked that the receiving
order made on November 5th be rescinded and
that the objection of the petitioning creditor for
a receiving order might be dismissed with costs
upon the following grounds:—(1) the debtor was
not domiciled in this colony at the date of the
presentation of the petition, and the court has
no jurisdiction to make a receiving order; (2)
that the debtor committed no act of bankruptcy
on which a petition could be founded; (3) that
after payment of costs of the proceedings there
will be no substantial assets for division among
the creditors; and (4) that the petitioner is in
collusion with the debtor and that the pro-
ceedings are an abuse of the process of this
honourable court.

His Lordship thought that 3 and 4 were
matters for the Official Receiver.

Mr. Hastings thought that if he was there on
good ground he might argue on almost any.
The Chief Justice pointed out that the
Official Receiver watched over bankruptcy and
any question like substantial assets was for him
to deal with. With regard to collusion that was
a question on which he might exercise his dis-
cretion. Mr. Hastings' other two points were,
he thought, legitimate.

Mr. Hastings said that he would only mention
3 and 4 in passing. Undoubtedly 1 and 2 were
the main grounds, and the important question
was one of domicile. The debtor was assistant
comptroller to the Hongkong and Shanghai Bank
for several years. In 1905 the Bank of Taiwan
sued him and obtained judgment against him for
\$20,000. He then absconded. His solicitors said
he left the colony, and there was no doubt he left
the colony. He did not return until a few
months ago when he was served with the writ.

His Lordship said that in all cases of Chinese
he would ask for proof of domicile.

Mr. Hastings then read the debtor's statement in
which he stated that he was born in Hongkong,
that his native village was Chin San in the
Heungshan district, that he had one family
house in Macao and another in Canton but
none in Hongkong.

His Lordship—There is no domicile there.

Mr. Hastings—The point we have to consider
is what was this debtor's domicile of origin?
My friend seems to assume in his affidavit a
wrong state of affairs, viz. that as the debtor was
born in Hongkong his domicile of origin was
here. That is not so. A Chinese child born
here takes the domicile of his father. We have
to consider the father's domicile at the time the
debtor was born. The family house was Chin
San. I submit he never had domicile here.
Assuming for the sake of argument that he had
a Hongkong domicile, there was not the slightest
doubt that he abandoned it when he left
Hongkong for three years, and removed his
family house to Macao. Proceeding he pointed
out that the debtor was attempting an abuse of
the process of the court. His debts amounted to
\$243,000 and he came here with \$20,000 which
his friends had subscribed and asked the court
to whitewash him. This was like paying three
halpence in the £ or two-thirds of a cent in
the dollar. There were no merits in his favour.

His Lordship—The question which arises is
that he was born here and is therefore a
British subject.
Mr. Hastings—Birth in a place does not give
domicile.

His Lordship—It alters the whole business of
jurisdiction.

Mr. Hastings—I submit he is not a British
subject.

His Lordship—He is born here.

Mr. Hastings—But never was domiciled.

His Lordship—Is he a person who comes
within the Bankruptcy laws? Is he a British
subject? Then you can come to the question
of domicile.

Mr. Hastings—Granting for the sake of
argument that he is a person to whom the
Bankruptcy laws apply, then, where are we? I say
the very fact of his birth here does not give him
a Hongkong domicile. If a Frenchman comes
to London with his wife, and a child is born while
they are there that does not give the son an
English domicile. He takes the French domicile
of his father. In like manner this man takes
the domicile of his father. It is clear he did
not live or carry on business here within the
year preceding the petition. It is solely on the
question of domicile that they rely.

Mr. Atkinson took two preliminary objections
to the application, but his Lordship did not
sustain them. Proceeding Mr. At

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NEW ADVERTISEMENTS

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THE Undersigned have received instructions to Sell by Public Auction, within their Sales Rooms, FOR ACCOUNT OF THE CONCERNED, ON THURSDAY AND FRIDAY NEXT, the 17th and 18th December respectively, commencing each day at 2.30 P.M.,

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This Collection was gathered together by prominent Members of the Art Society of Japan for display in the ART GALLERY at Tokyo on the occasion of the Great Exhibition arranged to take place during 1912, on account of the postponement of which the collection has been brought to this city for sale.

Such an opportunity of acquiring objects of Japanese High Art seldom occurs.

On View on WEDNESDAY, the 16th inst. Catalogues will be issued.

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Hongkong, 15th December, 1908. [1663]

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Hongkong, 15th December, 1908. [1664]

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th December, 1908. [1660]

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Hongkong, 14th December, 1908. [1661]

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Hongkong, 17th April, 1907. [1261]

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Hongkong, 8th December, 1908. [651]

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Hongkong, 1st December, 1908. [623]

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Hongkong, 19th October, 1908. [1462]

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Hongkong, 6th October, 1908. [1372]

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Hongkong, 30th September, 1908. [90]

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Hongkong, 6th November, 1908. [1536]

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TO-NIGHT (TUESDAY), Dec. 15th,

"THE FLAG LIEUTENANT"

TO-MORROW (WEDNESDAY), Dec. 16th,

Mrs. DOT.

THURSDAY, Dec. 17th,

A ROYAL DIVORCE.

FRIDAY, Dec. 18th,

Mrs. WIGGS OF THE CABBAGE

PATCH.

SATURDAY, Dec. 19th,

ZAZA.

MONDAY, Dec. 21st,

THE SCARLET PIMPERNEL.

TUESDAY, Dec. 22nd,

JACK STRAW.

WEDNESDAY, Dec. 23rd,

DIANA OF DOBSON'S.

THURSDAY, Dec. 24th,

THE GAY LORD QUEX.

Plan of Seats Now Ready at MOUTRIE & Co.

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They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £240,000, or, at the very least, at their full nominal value.

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Dealers in Rare Asiatic and Foreign Postage Stamps, and all other Philatelic Goods. View and Artistic Postcards.

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COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong 1st April, 1908. 43

SANG MOW.

RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive Prompt attention.
59A, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 20th February, 1908. [401]

MITSU BISHI DOCKYARD AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A1, A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length	722 feet.
Length on Blocks	714 "
Width of Entrance on Top	364 "
Width of Entrance on Bottom	364 "
Water on Blocks at Spring Tide	342 "

DOCK No. 1.

Extreme Length	523 feet.
Length on Blocks	513 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	64 "

DOCK No. 2.

Extreme Length	371 feet.
Length on Blocks	350 "
Width of Entrance on Top	66 "
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Water on Blocks at Spring Tide	22 "

PATENT SLIP.
Suitable for vessels up to 1,000.

LATEST PLANTS AND APPLIANCES to undertake BUILDING, REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [908]

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A French Remedy for all Impurities. Thousands of Ladies keep a box of Martin's Pills in their homes, as a safeguard against any irregularity of the system. These pills are sold in all countries. At all Chemists and Druggists. MARTIN, CHAMBER, SOUTHAMPTON, ENGLAND.

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

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THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS NO. 1 SINCE 1831

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FOR DISEASES OF THE CERVIX.
GRIMAULT'S SYRUP
OF HYPO-PHOSPHITE OF LIME.

Prescribed in France for the last 30 years. It retains its reputation for Constipation, Ostrich, Coughs, Colic, Diseases of the Throat, Lungs, and Bronchial Tubes.

VISITORS TO CANTON.
Should purchase "FROM HONGKONG TO CANTON, BY THE PEARL RIVER."

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On Sale at—
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Hongkong, 4th October, 1903.

POPE'S JUBILEE.

REJOICINGS IN ROME.

ORGANIZING CEREMONY.
The following account is by the Rome correspondent of the London Daily Telegraph—

Rome was awoken early this morning by the pealing of bells from hundreds of churches, announcing the ceremonies for the Pope's sacerdotal jubilee. This was a day of the greatest solemnity, as it is the twenty-fourth anniversary of the Pope's episcopal consecration, and the fiftieth of his first celebration of mass as a priest. From seven o'clock in the morning the picturesque quarter in which are situated St. Peter's and the Vatican was the scene of unbroken animation. From all sides heaped into the immense piazza. It was not by any means a purely Roman crowd, for amongst the dull brightly-colored dresses of peasants, who had put on their most gorgeous attire. From the hotels and innumerable boarding houses there flowed a constant stream of foreign visitors, nearly all armed with cameras. All the languages of the world are heard, every race is represented in the crowd, which in its variety seems to be worthy of the Rome of the Caesars.

Meanwhile, an uninterrupted line of vehicles passes over St. Angelo bridge, and into St. Peter's square, and each carriage adds its quota to the crowd. Finally at eight o'clock the doors of the basilica are opened and the human tide presses forward. The troops guarding the entrance make superhuman efforts to restrain the throng, and prevent accidents. Every precaution had been taken by the authorities to avoid unpleasant incidents. All the streets leading to St. Peter's were patrolled by police, and ambulances and several companies of infantry were kept in readiness at the Serristori Barracks, together with a squadron of cavalry.

Soon the crowd has completely invaded the church, and there only remain outside those who have been unable to secure tickets of admission. They pass off to the left towards Santa Marta, where the procession of the carriages of prelates and guests of high rank is beginning. Here there is plenty of colour, with the purple of the cardinals, the gold lace uniforms of the diplomats, and the various costumes of the members of the Diplomatic Corps.

The scene inside the basilica is a most imposing one. The nave is decorated with the red hangings, and a blaze of gold shows, where the Papal throne stands, surmounted by a gorgeous canopy of red velvet damask, supported by golden angels. On the right are placed tribunes for the extraordinary missions, for the diplomatic accredited to the Holy See, for the Knights of the Holy Sepulchre, the Knights and the Grand Master of the Order of Malta. The beautiful uniform of the Knights of the Holy Sepulchre, who are admitted for the first time to a special tribune in St. Peter's, attracts general attention.

On the left are the seats for Roman patriots and the Pope's relatives, while the space between the throne and the Altar of the Confession is destined for cardinals, patriarchs, archbishops, bishops, and various other prelates. The vast crowd congregation, it comprises nearly 50,000 pilgrims from all parts of Italy and the world, besides many thousands of other visitors. They are everywhere, on the pedestals of the columns, and even on the balustrade which keeps open the space along which the Pontifical procession is to pass. On each side of this balustrade are drawn up the Palatine Guards, who form, so to speak, the territorial force of the Vatican. They wear a curious, antique uniform, and are armed with rifles and long old-fashioned bayonets.

The vast crowd continually increases and incidents begin. People fall from their pews, and others faint. They are carried away to an ambulance station in one of the side chapels by the "Sanpieri," who form the civil population of the Vatican. Many in the enormous throng have taken the precaution to bring food with them, and this they consume while waiting for the long ceremony to begin.

Towards nine o'clock there are signs of impatience, and the more curious among the vast assembly stand on tiptoe and crane their necks to the chapel of the Holy Sepulchre. The Pope will make his entry into the basilica. About half-past nine the sound of trumpets echoes in the distance.

A wave of emotion passes through the expectant people, and a chorus of "Ecce!" (Here he is) is murmured in every dialect of Italy, and nearly all the languages of the world. Then a solemn silence. Pius X. does not like applause, and he has a special aversion to those ecstatic exclamations of "Viva il Papa!" which were so soothing to the ears of his predecessor. Now the cortege is entering the basilica, and the shrill notes are heard of those trumpets which custom has agreed to describe as silver. The crowd prostrates itself, and even the Palatine Guard manages to get a knee to earth one hand holding the rifle erect and the other touching the peak of the tiara. At the head of the procession is the Cross of Christ, symbol of humanity. Next comes an emblem of power, which carries the mind from the times of the primitive Christian Church to the proud days of the temporal sovereignty of the Pope. It is the triple crown of gold, loaded with gems and guarded by mass-bearers, Swiss guards, and Pontifical Chamberlains.

Pius X. advances slowly, carried on the Sedia Gestatoria of peacock-blue velvet covered with rich gold lace. Around him swing the "fabbelli," great fans of ostrich feathers. The Papal chair is preceded by the Noble Guard, grand seignors of the Roman aristocracy, and behind it are the members of the Pontifical Court, in due order of precedence. As his Holiness passes to the high altar, which it takes him ten minutes to reach, he bestows his benediction on the kneeling congregation. His passage causes intense emotion, and many women weep.

Arriving at the Altar of the Confession, the Pope descends from the Sedia Gestatoria and sits on the golden throne, which was presented to him by his former archdiocese of Venice. The other personages of the Papal Court occupy their assigned places at the sides of and before the altar, and a few minutes later the Mass begins. His Holiness merely recites the opening words, together with the celebrant, then puts on his mitre and sits down. The members of the Sacred College file past the throne and make the genuflection of obedience to the Pope. Meanwhile the Mass continues, to the accompaniment of the choir from the Sistine Chapel. The Pontiff remains seated. His vestments, his mitre, the rings on his fingers sparkle with gems; strange contrast with the humility of the man to whom all pomp and splendour are so foreign that he is even now wearing a modest nickel watch attached to a bowdler.

At the moment of the elevation of the Host the silver trumpets again sound from the dome. It is the culminating point of the ceremony. When the last words of the Mass have been said, the Holy Father advances towards the altar to give his apostolic benediction. He turns towards the kneeling crowd raises his white hand, loaded with jewelled rings, and makes the sign of the cross, while, in a strong, sonorous voice, which echoes through the arches of the temple,

he slowly utters the words "Benedict vos omnipotens Deus, Pater, et Filius, et Spiritus Sanctus!"

It is ten minutes to one when the ceremony is concluded and the Pope once more takes his place in the Sedia Gestatoria and the procession returns to the Vatican.

LAUNCH OF A GERMAN LINER.

The Berlin, the second large steamer built locally for the New York-Mediterranean service of the North-German Lloyd, was launched on the 7th ult. at the yard of the Weser Shipbuilding Company in Bremen. The Berlin is 19,200 tons gross register, and her principal dimensions are—length, 612 ft. 3 in.; breadth, 62 ft. 6 in.; depth, 31 ft. 6 in. She will be fitted with two sets of quadruple-expansion reciprocating engines, aggregating 14,000 I.H.P., giving a sea speed of 17 knots. She will have a crew of 400 all told.

The Berlin is much the largest vessel yet built in Bremen, and the view of the delay in launching the German liner at Bremen, which should have taken place just a week previously owing to insufficient water in the river Oder and the fact that the east wind, which drives the water out of the Oder, has a like effect on the Weser, anxiety was felt as to whether it would be possible to get the ship off the ways on the date fixed. Happily, arrangements were made to launch the larger vessel, which is 27,000 tons gross register, within a week. Many notables of the city of Bremen were present, including the Oberbürgermeister, Herr Kirschner, and Geheimrat Justizrat Casel, and Wilhelm Guericke, and the leading members of the administration of the North-German Lloyd and of the Weser Shipbuilding Company. The christening ceremony was performed by Miss Birgitta Kirschner, daughter of the Oberbürgermeister.

GERMAN OCEAN MAIL STEAMERS.
The building of ocean passenger steamers in Germany remarks the correspondent of a London paper dates back no further than the year 1886. Determined to free the new Empire from dependence on foreign ships for means of communication with the Far East, Prince Bismarck, in the previous year, succeeded in getting a Bill passed through the Reichstag authorizing the appropriation of funds for the payment of a subsidy for mail services to China and Japan and Australia. The contract with the steamship company undertaking the service (the North-German Lloyd) bristled with conditions among which not the least important was a clause to the effect that the vessels to be employed must be built in Germany. Up to this date practically all German ocean passenger steamers had been built in Great Britain, and the entire Transatlantic fleet of the North-German Lloyd was composed of steamers averaged 10,000 tons, from the Glasgow yard now known as that of the Fairfield Company.

The first steamers built under the Bismarck contract were the Bayern, Sachsen, and Preussen, sister ships of slightly under 4,000 tons, handily appointed, which, though suffering from the characteristic of German shipbuilding in its early stages—namely, insufficient length (they were subsequently lengthened)—were satisfactory ships. They were built by the Vulcan Company of Stettin. Encouraged by the result of the venture, the directors of the North-German Lloyd a year or two later, entrusted the same builders with the construction of two fast Transatlantic liners of nearly 7,000 tons, the Havel and the Spree. These two boats were not a success; they suffered from the defect already mentioned—insufficient length; they were single-screw boats at a time (1890) when the system of twin-screws had already asserted itself; the distribution of weights was imperfect, so that they left port down by the head, and arrived at the end of the passage down by the stern, and they did not represent a sufficient advance on the old type of ship.

The Havel and the Spree were quickly followed by that of the two White Star liners, Teutonic and Majestic; and the marked success of the two British liners, combined with the interest displayed in Teutonic by the German Emperor on the occasion of the Naval Review at Spithead, led many persons to conclude that the next North-German Lloyd order for fast Transatlantic steamers would be placed in Great Britain. A change, however, had taken place in the management of the North-German Lloyd, and Herr Georg Platow, the president, and Dr. Wiegand, general director, who had succeeded to the control, determined to entrust the construction of two much larger and faster steamers to German yards. Moreover, German builders, in the First Bismarck of the Hamburg-America Line, had turned out a vessel which seemed to hold more than its own against a similar one built for the same company in a British yard. Thus, the Kaiser Wilhelm II. (13,550 tons, 1897) and the Kronprinz Wilhelm (15,000 tons, 1901), the Kaiser Wilhelm II. (15,000 tons, 1901), and the Kronprinzessin Cecilie (20,000 tons, 1906). So satisfied, indeed, were the management of the North-German Lloyd with the latest type of Express steamers that on the occasion of the trial trip of the Kronprinz Wilhelm, when she called at Leith, Herr Platow declared that he did not believe any British yard could turn out a vessel to equal her. After following in the footsteps of the other great German steamship company with the Deutschland (16,922 tons, 1900), the Hamburg-America Company decided to turn its attention to large steamers of moderate speed, and built by the Vulcan Company the Kaiserin Augusta (25,000 tons, 1906) the largest vessel built in a German yard until the George Washington.

A large number of ocean passenger steamers have been built in Germany which are developments or modifications of those mentioned, and not a few more or less original types, the silent features of which it would be interesting to touch upon if space permitted, for German shipbuilders and shipbuilders have not shown any lack of courage in departing from old ideas and adopting new ones. The foregoing sketch, however, gives a sufficiently detailed outline of the growth of the building of ocean mail steamers in Germany to show how, from a very small beginning, it has comparatively few, but the leading German yards have, in a few years, brought themselves into the front rank among the world's shipbuilders.

PEARY AND THE POLE.

HIS EIGHTH EXPEDITION.

Commander Peary's auxiliary steamer Erik arrived at St. John's N.F., on October 1 from West Greenland. Peary, it may be remembered, is engaged now on his eighth Pole-seeking adventure being desirous of getting to the Pole itself, or beyond "farthest North," 87 deg. 66 min., which he reached in March, 1906, after a terrible experience on the ice floes of the Polar Basin, when he and several of his men came near perishing. He left New York in July this year in his steamer Roosevelt, specially built for Polar work, and commanded by Captain Robert Bartlett, of St. John's, and crewed with Newfoundlander seamen. His expeditionary party consisted of Dr. Wood, a physician, Winthrop Marvin, a technologist, and Matthew Hanson, his faithful native helper, who has been with him in every expedition for the past twenty-five years.

After passing up the Labrador coast, the Erik reached Etah, West Greenland, on August 10. This place is the home of the Arctic highlanders, who live further north than any other human beings in the world, and are virtually the only residents of the sea region of the Arctic Circle. The tribe numbers about 250, and they have become quite devoted to Peary, helping him greatly in his journeys as conveyors of stores and munitions across the ice floes.

As the Roosevelt could not herself carry sufficient coal and stores for her next possible two years stay in the North, the steamer Erik was hired as an auxiliary ship, and laden with provisions and material to replenish the bunkers of the Roosevelt. She arrived at Etah shortly before the Erik, and a week was spent in transferring coal and stores from the latter, and in housing the remainder of the provisions in this place, which has been Peary's headquarters on all his expeditions. Then on the evening of August 18, the Roosevelt bade goodbye, and started forth on her eventful cruise. The entrance to the North water—Smith Sound, Kennedy Channel, Robeson Strait—a narrow water-course from ten to twenty miles wide, through which some of the ice annually formed in the Polar basin is shot out by way of Baffin's Bay on to the wide Atlantic. The ice and weather conditions were regarded by Peary as very favourable, and he was hopeful of reaching a long distance by the steamer, as every mile gained in this fashion would lessen the ice journey. From this place, where he would go into winter quarters, he would cross the snow old land to Cape Columbia, whence he would dash across the floes towards the Pole next winter. Ellesmereland, the western border of the North Water, as Greenland is the eastern border, and he chose Cape Columbia for his starting-point, as the set of the tide is seaward, and the floes would therefore deposit him on the north coast of Greenland, whence he would make his way with comparative ease to his ship, whereas, if he made the venture from the north coast of Greenland, he might be carried out into the wide waste between East Greenland and Franz-Josef land, and there perish miserably.

The modest operandi of Arctic explorers is to attempt all their Poleward ventures after the winter solstice on February 21. This virtually ends storms and bad weather, and makes it possible for Pole-seekers to travel with comparative convenience. Prior to that the sun is below the horizon all the time, and if the venture is delayed much longer the traveller is caught on the remote ice by the break-up of the floes, with the result that he often gets back in a starving condition, and sometimes does not get back at all.

Peary's intention is to attempt his dash over the floes with his own personal party of four, assisted by as many of the Newfoundlanders as may wish to volunteer for the work and he is also taking North with him from Etah twenty-five Eskimos and 250 dogs.

From Cape Columbia, with a goodly party, and they will start from one sleigh until it is exhausted, and then the driver will drop back to land. This process will be repeated until only Peary and one or two companions are left. Meanwhile those who have gone back will reload their sledges, and come North again to meet those returning. So far as is possible, a trail will be laid across the floe towards the Pole, and this is followed by the parties both going and returning, though, of course, if the venture is delayed much longer the traveller is caught on the remote ice by the break-up of the floes, with the result that he often gets back in a starving condition, and sometimes does not get back at all.

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LATEST STEAMER MOVEMENTS.

The I.G.M. str. Goeben has left Shanghai on Saturday the 12th inst., at 10 p.m., and may be expected here to-day at daylight.

The H.M. str. Polyacien which left this port on the 10th ult., was delivered in Lyons on the 13th inst.

The mails per P.M. str. Korea leaving Hongkong on Saturday the 14th ult. were delivered in San Francisco on the 11th inst.

The C.P.R. str. Empress of Japan left Vancouver on the Thursday the 10th inst., for Hongkong via the usual ports of call.

The P.M. str. Asia with the American Mail from San Francisco of the 24th ult., sailed from Yokohama on the 14th inst., and will be due to arrive in Hongkong (via Manila) on the 24th inst.

The German str. Borneo has left Sandakan on Saturday the 12th inst. p.m., and may be expected here on or about Friday, the 18th inst.

The C.P.R. str. Montevideo arrived Shanghai at 10 a.m. on Sunday the 13th inst., and left again at 10 a.m., same day for Nagasaki where she is due to arrive at 6 a.m. on Tuesday the 15th inst.

NOTICES TO CONSIGNEES

FROM NEW YORK

THE H.A.L. Steamship

"ARAGONIA"
Captain Meyer, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., 3 p.m.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE, Ltd.
Hongkong Office.
Hongkong, 10th December, 1908. [1654]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA"

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., where delivery may be obtained. Portable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 21st inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 17th inst., at 9.30 a.m.

No Fire Insurance has been effected.
CARLWITZ & Co., Agents.
Hongkong, 10th December, 1908. [4]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

"DELTA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, ex. s.s. "India."
From Australia ex. s.s. "China."
From Calcutta, ex. s.s. "Sardinia."
From Persian Gulf ex. B. I. S. N. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 17th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.
Hongkong, 11th December, 1908. [1]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAWACHI MARU"

Having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by 18th Dec., will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 11th December, 1908. [1659]

報新外中港香

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(Chinese Daily Press).

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SHIPPING.

ARRIVALS.
ARAWAKA, German str., 2,092 Gorts, 14th Dec.
—Shanghai 10th Dec. General—Hamburg.
America, British str., 2,508, Potter, 13th Dec.
—London 25th October, General—Gibb,
Livingston & Co.
CHOTYANG, British str., 1,424, Sandbach, 13th
Dec.—Swatow 12th Dec. General—
Jardine, Matheson & Co.
GENTFALLOCH, British str., 1,484, J. H. Hains-
worth, 14th Dec.—Peking and Singapore
5th Dec. General—
JACOB DIEDERICHSEN, Ger. str., 623, Hansen,
14th Dec.—Peking and Hoihow 12th Dec.
General—Jensen & Co.
KALONGA, British str., 965, Mathias, 13th Dec.
—Hoihow 9th Dec. Sugar—Butterfield
& Swire.
KIANCHING, Chinese str., 1,222, H. Uddon,
14th Dec.—Chinkiang, 9th Dec.
General—Chinkiang.
KUKIANG, British str., 1,228, Robertson, 14th
Dec.—Shanghai 11th Dec. General—
Butterfield & Swire.
LOONGSANG, British str., 1,092, S. J. Payne,
14th Dec.—Manila 11th Dec. General—
Jardine, Matheson & Co.
MUREL, British str., 2,206, G. Maddrell, 13th
Dec.—Mojl 7th Dec. Coal—Bradley & Co.
PERLAK, Dutch str., 1,385, H. Swart, 13th Dec.
—Singapore and Swatow 12th Dec.—
Asiatic Petroleum & Co.
WONGANG, British str., 1,127, L. F. G. Hussey,
14th Dec.—Singapore and Swatow 5th Dec.
General—Jardine, Matheson & Co.
ZAFIRO, British str., 1,619, R. Rodgers, 14th
Dec.—Manila 12th Dec. Hemp and
Sundries—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
14th December.
GLENEAGH, British str., for Shanghai.
KUEICHOOW, British str., for Canton.
MATTHEWS, German str., for Hoihow.
PERLAK, Dutch str., for Singapore.
THREKUS, British str., for Shanghai.

DEPARTURES.

14th December.
Asiatic, German str., for Singapore.
Benledi, British str., for Nagasaki.
J. Diederichsen, Ger. str., for Swatow.
Kwongang, British str., for Shanghai.
Ningpo, British str., for Shanghai.
Swatow, British str., for Canton.
Taitung, Chinese str., for Canton.
Totom, British str., for Singapore.
Totom, Jap. str., for Shanghai.
Wongang, British str., for Canton.
Yochow, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Kwongang* reports: Moderate to
fresh N.E. wind and rough sea.
The British str. *Zafiro* reports: Moderate to
fresh monsoon N.E. squally, sea rough.
The British str. *Gentfalloch* reports: En-
countered heavy gales and high head sea, decks
continually flooded, two days after leaving
Singapore.

VESSELS IN DOCK.

December 14th.
ABERDEEN DOCK.—
KOWLOON DOCK.—*Usher, H.M.S. Virago*,
HMAS, *H.M.S. Alacrity* Kowloon,
Prinz Waldemar.
COSMOPOLITAN DOCK.—*Daijin Maru*.

VESSELS PASSED ANKER.

Nov. 20, British str. *Umbria*, from East.
Nov. 20, British ship *Ring George*, White,
Oct. 9, from Hongkong for New York.
Nov. 23, British str. *Islander*, Wright, Nov.
21, from Singapore for Christmas Island.
Nov. 23, British str. *Don of Crombie*, Jarvis,
Nov. 23, from Batavia for Amsterdam.
Nov. 24, Dutch str. *Tantulus*, Kondinburg,
Oct. 9, from Amsterdam for Batavia.
Nov. 24, Dutch str. *Bengalen*, Vister, from
Calcutta for Batavia.
Nov. 25, British 4-masted barque *Juteopolis*,
Stewart, Oct. 6, from Hongkong for New York.
Nov. 26, Dutch str. *Zeecock*, de Boir, Oct.
18, from Rotterdam for Batavia.
Nov. 27, British str. *Westminster*, from
London for Singapore.
Nov. 29, Dutch str. *Goentoe*, Le Clercy, Oct.
24, from Rotterdam for Batavia.
Nov. 29, British str. *Islander*, Wright, Nov.
28, from Christmas Island for Singapore.

VESSELS ON THE BERTH.

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies.)
STEAM FOR BOMBAY
VIA SINGAPORE AND PENANG.
Having connection with Company's Mail
Steamers to Port SAFFRANA,
MARELLA, LEBORN and GENOA, also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALAO.
(Taking Cargo at through rates to PESSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship

"ISCHIA."
Captain Belsito, will be despatched as above
TO-DAY, the 15th Dec. at NOON.
For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 11th December, 1908. [4]

THE Company's Steamship

"E. FRANZ FERDINAND."
Captain Nitsche, will be despatched as above
on or about 24th December.
This Steamer has capital accommodation for
passengers, electric light and carries a doctor.
For information as to Passage and Freight,
apply to
SANDER, WIELER & Co.,
Agents.
Princes' Buildings.
Hongkong, 28th November, 1908. [3]

THE Company's Steamship

"E. FRANZ FERDINAND."
Captain Nitsche, will be despatched as above
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This Steamer has capital accommodation for
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Agents.
Princes' Buildings.
Hongkong, 28th November, 1908. [3]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k."
nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.
SECTIONS.
1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BEERTE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALEMO	Brit. str.	—	J. B. Ferguson	P. & O. S. N. Co.	About 16th inst.
LONDON &c. VIA USUAL PORTS OF CALL.	DELIA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 28th inst. at Noon
HAYRE, ROTTERDAM & HAMBURG, &c.	SAADIA	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERICA LINE	On 22nd inst.
MARSEILLES, &c. VIA PORTS OF CALL.	DUMBA	Fr. str.	—	Boyer	MESSAGERIES MARITIMES	On 22nd inst. at 1 P.M.
MARSEILLES, HAYRE & COPENHAGEN	SIAM	Dan. str.	—	C. D. Bennett, E.N.E.	MESSAGERIES MARITIMES	Beginning of January
MARSEILLES & LONDON VIA POKHAT	MACEDONIA	Brit. str.	—	H. Fraser	P. & O. S. N. Co.	On 30th March
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	HIBANO MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 30th inst. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jap. str.	—	Geo. Anderson	NIPPON YUSEN KAISHA	On 30th inst. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SADO MARU	Jap. str.	—	B. Wilhelm	NIPPON YUSEN KAISHA	On 30th inst. at D'light
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	GOREN	Ger. str.	—	G. Rott	MESSAGERIES MARITIMES	To-morrow, at Noon
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINCESS ALICE	Ger. str.	—	Nitsche	SANDER, WIELER & Co.	On 10th March
TRIESTE, &c. VIA SINGAPORE, &c.	E. F. FERDINAND	Aus. str.	—	Williams	DODWELL & CO., LTD.	About 24th inst.
NEW YORK	LANCK	Brit. str.	—	McDougall	JARDINE, MATHESON & CO. LD.	On 22nd inst.
NEW YORK & BOSTON VIA SUEZ PORTS	SIAM	Brit. str.	—	Williams	JARDINE, MATHESON & CO. LD.	On 24th inst.
BOSTON & NEW YORK	TUDOR PRINCE	Am. str.	—	McDougall	JARDINE, MATHESON & CO. LD.	On 5th Jan.
BOSTON & NEW YORK	MUNCASTER CASTLE	Brit. str.	—	Williams	JARDINE, MATHESON & CO. LD.	On 15th Jan.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	Williams	CANADIAN PACIFIC CO.	On 15th inst. at 7 A.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	F. S. Cowley	CANADIAN PACIFIC CO.	On 2nd March, at Noon
VANCOUVER VIA SHANGHAI JAPAN, &c.	KUMERO	Brit. str.	—	T. L. Harrison	DODWELL & CO., LTD.	On 17th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TOKA MARU	Jap. str.	1 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 22nd inst. at Noon
AUSTRALIAN PORTS VIA MANILA	TATUWA	Brit. str.	—	F. Iske	NIPPON YUSEN KAISHA	On 21st inst. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	HIRO MARU	Jap. str.	—	K. Kawa	NIPPON YUSEN KAISHA	On 24th inst. at Noon
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 31st inst. at 5 P.M.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KUMANO MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 5th Jan. at Noon
AUSTRALIAN PORTS VIA MANILA	SANUKI MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 22nd Jan. at Noon
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	H. Kops	NIPPON YUSEN KAISHA	On 28th inst. at D'light
NAGASAKI, KOBE & YOKOHAMA	YUKIUNI	Dut. str.	—	F. Wheeler	JARDINE, MATHESON & CO. LD.	On 23rd inst. at Noon
SHANGHAI VIA SWATOW	KWONGSANG	Brit. str.	—	Lee	JARDINE, MATHESON & CO. LD.	Quick despatch
SHANGHAI	TINGSHANG	Brit. str.	—	Bradley	JARDINE, MATHESON & CO. LD.	To-day, at 9 A.M.
SHANGHAI	KINGSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & CO. LD.	To-day, at 4 P.M.
SHANGHAI	CHOYANG	Brit. str.	—	Bradley	JARDINE, MATHESON & CO. LD.	To-morrow, at Noon
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & CO. LD.	On 17th inst.
SHANGHAI, YOKOHAMA & KOBE	BARCELONA	Ger. str.	k.w.	Barlo	SANDER, WIELER & Co.	On 17th inst. P.M.
SHANGHAI, YOKOHAMA & KOBE	PRINCE	Ger. str.	—	G. Meiners	MESSAGERIES MARITIMES	About 17th inst.
SHANGHAI, TRINGTAU, NAGASAKI, KOBE, &c.	DEUTSCHLAND	Ger. str.	—	G. M. Montford, E.N.E.	P. & O. S. N. Co.	On 21st inst. P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNDA	Fr. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 22nd inst. at 8 A.M.
SHANGHAI, KOBE & YOKOHAMA	TOKIN	Jap. str.	—	Y. Fuseno	MESSAGERIES MARITIMES	About 24th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	BUNJUN MARU	Jap. str.	—	C. L. Daniel	P. & O. S. N. Co.	Middle of January
SHANGHAI	ASSAYE	Brit. str.	—	Block	MESSAGERIES MARITIMES	On 3rd Jan.
SHANGHAI, YOKOHAMA & KOBE	YEDDO	Dan. str.	—	de Brower	MESSAGERIES MARITIMES	Quick despatch
SHANGHAI, YOKOHAMA & KOBE	ANIALUSIA	Ger. str.	k.w.	de Brower	MESSAGERIES MARITIMES	To-day, at 4 P.M.
SHANGHAI	YIMARI	Dut. str.	—	Hijhi	MESSAGERIES MARITIMES	On 23rd inst. at 8 A.M.
SHANGHAI	YOHOW	Brit. str.	1 m.	Y. Kaburaki	MESSAGERIES MARITIMES	On 17th inst. at 8 A.M.
SHANGHAI	SHOHEI MARU	Jap. str.	—	Hodgins	DOUGLAS LAFRAIK & CO.	To-morrow, at Noon
SHANGHAI	JOSEPH MARU	Jap. str.	1 m.	J. W. Evans	DOUGLAS LAFRAIK & CO.	On 18th inst. at Noon
SHANGHAI	LUCHOW	Brit. str.	2 h.	J. S. Knoch	DOUGLAS LAFRAIK & CO.	On 18th inst. at 10 A.M.
SHANGHAI	HAIFANG	Brit. str.	2 h.	Spink	DOUGLAS LAFRAIK & CO.	To-day, at 3 P.M.
SHANGHAI	HAIMUN	Brit. str.	2 h.	Spink	DOUGLAS LAFRAIK & CO.	On 18th inst. at 4 P.M.
SHANGHAI	HAITAN	Brit. str.	2 h.	Spink	DOUGLAS LAFRAIK & CO.	On 19th inst. at Noon
SHANGHAI	HUPPE	Brit. str.	1 m.	Spink	DOUGLAS LAFRAIK & CO.	On 22nd inst. at 3 P.M.
SHANGHAI	TRAN	Brit. str.	—	S. J. Payne	DOUGLAS LAFRAIK & CO.	On 25th inst. at 4 P.M.
SHANGHAI	LOONGSANG	Brit. str.	—	B. Rodger	DOUGLAS LAFRAIK & CO.	On 26th inst. at Noon
SHANGHAI	ZAYBO	Brit. str.	—	P. H. Rolfe	DOUGLAS LAFRAIK & CO.	On 26th inst. at Noon
SHANGHAI	TAMING	Brit. str.	1 m.	P. H. Rolfe	DOUGLAS LAFRAIK & CO.	On 26th inst. at Noon
SHANGHAI	YUNSHANG	Brit. str.	—	P. H. Rolfe	DOUGLAS LAFRAIK & CO.	On 26th inst. at Noon
SHANGHAI	RUBI	Brit. str.	—	P. H. Rolfe	DOUGLAS LAFRAIK & CO.	On 26th inst. at Noon
SHANGHAI	KAIPORE	Ger. str.	—	F. Semhill	DOUGLAS LAFRAIK & CO.	On 26th inst. at Noon
SHANGHAI	BORNEO	Brit. str.	—	B. Kon	DOUGLAS LAFRAIK & CO.	On 26th inst. at Noon
SHANGHAI	YOSHIMI MARU	Jap. str.	—	M. B. Lake	DOUGLAS LAFRAIK & CO.	On 26th inst. at Noon
SHANGHAI	NAMANG	Brit. str.	—	G. Hooker	DOUGLAS LAFRAIK & CO.	On 26th inst. at Noon
SHANGHAI	KUEICHOOW	Brit. str.	—	Fander	DOUGLAS LAFRAIK & CO.	On 26th inst. at Noon
SHANGHAI	TRIFANAS	Dut. str.	—	Fander	DOUGLAS LAFRAIK & CO.	On 26th inst. at Noon

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GOEBEN" Capt. B. WILHELM	Wed' day, 16th Dec. at Noon.
SHANGHAI, TRINGTAU, NAGA- SAKI, KOBE & YOKOHAMA	"DERFFLINGER" Capt. G. MEINERS	About Thursday, 17th December.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISKE	Thursday, 31st Dec. at 5 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMHILL	Beginning of January, 09

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 12th December, 1908. 5

THE BANK LINE, LIMITED.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
Taking Cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada and also for the Principal Ports in Mexico
and Central and South America.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., SEATTLE & TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	F. S. Cowley	On 17th December.
INVERIO	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Mathie	On 11th Feb., 09
SUVERIC	6,235	W. Shotton	On 11th March, 09

These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.
PARCEL EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
Hongkong, 2nd December, 1908. 3

MESSAGERIES MARITIMES

FRENCH MAIL LINES.
FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 21st Dec. P.M.
MARSEILLES VIA PORTS	"DUMBEA" Capt. Boyer	On 22nd Dec. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. Henric	On 4th Jan. P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 5th Jan. 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway
from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
For Further Particulars, apply to—
P. NALIN, ACTING AGENT,
Queen's Building.
Hongkong, 9th December, 1908. 2

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
Across the Pacific in the "EMPEROR LINE" Saving 5 to 10 days Ocean Travel,
12 DAYS YOKOHAMA to VANCOUVER,
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)	Leave Hongkong	Arrive Vancouver
"EMPEROR OF INDIA"	6,000 ... SATURDAY, 19th Dec.	8th Jan. 09
"EMPEROR OF JAPAN"	6,000 ... SATURDAY, 16th Jan.	5th Feb. 09
"EMPEROR OF CHINA"	6,000 ... SATURDAY, 13th Feb.	2nd March 09
"MONTEAGLE"	6,163 ... TUESDAY, 2nd March	2nd April 09
"EMPEROR OF INDIA"	6,000 ... SATURDAY, 13th March	30th April 09
"EMPEROR OF JAPAN"	6,000 ... SATURDAY, 10th April	30th April 09

"EMPEROR" Steamships will depart from HONGKONG at 7 A.M.
S.S. "MONTEAGLE" at 12 Noon.
The Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships,
14,500 tons register, thus providing a comfortable and speedy through route to Europe.
Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10
Intermediate (on Steamers) "240" "242"
and 1st Class Railway "240" "242"
First Class rate to London includes cost of Meals and Berth in Sleeping Car while
crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL
LINE.
For BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)
THE Steamship
"TUDOR PRINCE."
Captain McDougall, will be despatched for the
above Ports TO-MORROW, the 16th Dec.,
1908.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 10th December, 1908. [1557]



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.
STEAM TO SHANGHAI, YOKOHAMA
AND KORE.
THE Company's Steamship
"PERSIA."
Captain Bartole, will leave for the above places
on THURSDAY, the 17th inst. P.M.
This steamer has capital accommodation for
passengers, electric light, carries a doctor and
stewardess.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Princes' Building.
Hongkong, 10th December, 1908. [3]

REGULAR STEAMSHIP SERVICE.
(WITH LIBERTY TO CALL AT MALABAR
COAST.)
PROPOSED SAILINGS FROM HONGKONG.
For NEW YORK
S.S. "LENNOX" ... On 22nd Dec.
S.S. "SIKH" ... On 26th Dec.
For BOSTON AND NEW YORK
S.S. "MUNCASTER CASTLE" ... On 15th Jan. 09
For Freight and further information, apply to
DODWELL & Co., LTD.,
Agents.
Hongkong, 14th December, 1908. [1298]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PESSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DELTA."
Captain B. W. H. Snow, carrying His
Majesty's Mails, will be despatched from this
for Bombay, &c. on SATURDAY, the
26th December, at Noon, taking passengers
and cargo for the above ports in connection
with the Company's s.s. "MONGOLIA," 9,500
tons, from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.
SHE and Valuable, all cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London,
other cargo for London, &c., will be conveyed
via Bombay by the R.M.S. "MARMORA" due in
London on the 6th February, 1909.
Passengers will be received at this Office until
4 P.M. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 14th December, 1908. [1]

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and YOKOHAMA	PALESTINE Capt. F. B. Ferguson	About 16th Dec.	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA Capt. G. M. Montford, R.N.R.	About 20th Dec.	Freight and Passage.
SHANGHAI	ASSAYE Capt. C. L. Daniel	About 25th Dec.	Freight and Passage.
LONDON via USUAL PORTS DELTA	DELTA Capt. B. W. H. Snow	Noon, 26th Dec.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th December, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA NINGPO and SHANGHAI	"TEAN"	On 15th Dec., 3 P.M.
AMOI and SHANGHAI	"YCHOOW"	On 15th Dec., 4 P.M.
BATAVIA, SAMARANG and SOERABAYA	"LUCHOW"	On 16th Dec., 4 P.M.
HAIPHONG	"KUEICHOW"	On 17th Dec., 4 P.M.
CEBU and ILOILO	"HUPEH"	On 18th Dec., 10 A.M.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"KAIFONG"	On 18th Dec., 4 P.M.
MANILA	"TAMING"	On 22nd Dec., 3 P.M.

MANILA STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

11

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI via SWATOW	"JOSHIN MARU"	THURSDAY, 17th Dec., at 8 A.M.
* SHANGHAI via SWATOW	"BUJUN MARU"	TUESDAY, 22nd Dec., at 8 A.M.
* ANPING via SWATOW	"SHOSHU MARU"	WEDNESDAY, 23rd Dec., at 8 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th December, 1908.

T. ARIMA, Manager.

13

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOI & FOOCHOW.	TUESDAY, 15th Dec., at Noon.
"HAIMUN"	SWATOW	WEDNESDAY, 16th Dec., at Noon.
"HAIYAN"	SWATOW, AMOI & FOOCHOW.	FRIDAY, 18th Dec., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 15th December, 1908.

1579

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI via SWATOW	"KWONGSANG"	Tuesday, 15th Dec., 9 A.M.
† SHANGHAI	"KINGSANG"	Wed. day, 16th Dec., Noon.
† SHANGHAI	"TINGSANG"	Wed. day, 16th Dec., 4 P.M.
† SHANGHAI, YOKOHAMA, Kobe & Moji	"KUTSANG"	Wed. day, 16th Dec., Noon.
† SHANGHAI	"CHOYSANG"	Thursday, 17th Dec., Noon.
† MANILA	"LOONGSANG"	Friday, 18th Dec., 4 P.M.
† SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Monday, 21st Dec., Noon.
† MANILA	"YUENSANG"	Friday, 25th Dec., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

† For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

16

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Beginning of Jan., 09
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of Jan., 09

For Further Particulars apply to
Hongkong, 10th December, 1908.MELOCHERS & CO.,
AGENTS.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, YOKOHAMA & KOBE:

S.S. BARCELONA	17th Dec.
S.S. ANDALUSIA	3rd Jan. 09
S.S. SLAVONIA	17th Jan. 09
S.S. SAXONIA	27th Jan. 09
S.S. SPEZIA	8th Febr. 09

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

12

HOMEWARD.

For HAVRE, ROTTERDAM & HAMBURG:
S.S. SCANDIA ... 22nd Dec.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 19th Dec., Noon.
RUBI	2540	R. W. Almond	Manila	On 25th Dec., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 14th December, 1908.

14

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE,
PENANG, COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

"HIRANO MARU."

(Sister ship to the well-known "KAMO MARU") tons 9,000 gross reg., Captain H. Fraser, will be despatched as above on WEDNESDAY, the 30th DECEMBER, at Daylight.

Every known comfort provided on board for travellers: First-class state-rooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around-the-world.

For further particulars apply to—

NIPPON YUSEN KAISHA.

Hongkong, 24th November, 1908.

1599

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	WAKASA MARU Capt. N. Nielsen	6265	WEDNESDAY, 23rd Dec., at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	SADO MARU Capt. Geo. Andersen	6227	WEDNESDAY, 6th Jan. 09, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	* TOSA MARU Capt. T. L. Harrison	5828	TUESDAY, 22nd Dec., at Noon
BOMBAY via SINGAPORE and COLOMBO	* SHINANO MARU Capt. K. Kawa	6388	TUESDAY, 5th Jan., 09 at Noon
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. A. E. Moses	5539	THURSDAY, 24th Dec., at Noon
KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	5076	FRIDAY, 22nd Jan., 09, at Noon
	* YEBOSHI MARU Capt. B. Kon	3798	THURSDAY, 17th December, at Noon
	KUMANO MARU Capt. N. Mathieson	5076	WEDNESDAY, 23rd Dec., at Noon
	SANUKI MARU Capt. K. Homma	6112	SATURDAY, 25th Dec., at Daylight

* Omitting Yokkaichi.

† Fitted with Marconi's System of Wireless Telegraphy.

† Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 15th December, 1908.

T. KUSUMOTO,
MANAGER.

356

PASSENGER SEASON 1909.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

Tons Reg.

"PRINCESS ALICE"	10,911	ON MARCH 10TH.
Capt. G. Rott.		
"KLEIST"	9,000	ON MARCH 24TH.
Capt. R. Meyer.		
"PRINZ LUDWIG"	9,630	ON APRIL 7TH.
Capt. F. v. Binzer.		

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.Early booking recommended.
For Particulars, apply to—MELOCHERS & Co.,
GENERAL AGENTS.

Hongkong, 1st December, 1908.

1624

PENINSULAR & ORIENTAL

STEAM NAVIGATION COY.

S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20TH, 1909, STAYING
AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES	APRIL 17TH.
LONDON	APRIL 24TH.

FARES TO LONDON—

1st SALOON	£71.10	SINGLE	£106.14	RETURN.
2nd	44.8		£72.12	

For further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

Hongkong, 24th November, 1908.

1600

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kosa Maru" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwanhsing (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping, Dining and first-class Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchwang), 3 hours from Tashihohio Junction.

FUSHUN LINE—For the famous Fushun Collieries from Suchiatan Junction.

ANTUNG-HSIEN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Ad. "YAMATO").
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENGZU), all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Ad. "MANCHU". Codes: A.B.C. 5th Ed. AI, and Lieber's.

1303

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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